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THE HON. SRI C. SUBRAMANIAM : போஸ்ட்-கிராஜூ-வேட்
கோர்ஸை எற்படுத்தி அதற்கு என்று சொல்லி கொடுக்கக்கூடிய ஆசிரியர்
கள் நிர்ணயம் செய்வது கஷ்டமாக இருக்கிறது. அப்படி இருக்கக்கூடிய
அளவில் எல்லா காரியங்களும் சரியாகத்தான் நடந்து வருகிறது. அதற்கு
மேல் போஸ்ட் பேசிக் கோர்ஸ் அதிகமாக வரும் கல்லூரிகளில் ஆசிரியர்களே
நியமிக்கும் சமயத்தில் அவர்களும் பயிற்சி பெற்றவர்களாக இருக்க
வேண்டியவர்களாக இருக்கும். அதைப்பற்றியும் ஆலோசிக்கும்படியாகத்
தான் இருக்கும்.

Bus accidents on Trivandrum-Mandaikadu route

* 201 Q.—SRI K. SATTANATHA KARAYALAR : Will the
Hon. the Minister for Industries be pleased to state—

(a) who was responsible for the accident that occurred on
10th March 1958 on the Trivandrum-Mandaikadu route in which
Bus No. M.S.Y. 5594 was involved;

(b) whether it is a fact that overloading alone was
responsible for the accident; and

(c) if so, the action taken against those who were responsible
for the accident?

THE HON. SRI R. VENKATARAMAN : (a) The accident was
adjudged to be due to the overload in the bus, the lie of the road
and the sudden imbalance caused by the overtaking attempted by
the driver of the bus in question. Neither the traffic supervisory
staff nor the crew could be blamed for the overload since the
pilgrim crowd rushed into the bus and would not got out of it
though insisted on by the conductor.

The driver was acquitted of the charge of rash and negligent
driving by the court.

(b) No, Sir.

(c) In view of the fact that the conductor was not responsible
for the overload and in view of the judgment of the court acquitting
the driver, no action was taken against the driver and the
conductor.

* 202 Q.—SRI K. SATTANATHA KARAYALAR : Will the
Hon. the Minister for Industries be pleased to state the duty hours
of the driver for Bus No. K. 87 which met with a serious accident
on 10th March 1958 at Parasalai on its way to Trivandrum, for
the two previous days?

THE HON. SRI R. VENKATARAMAN : On the 8th March,
1958, the driver was on duty from five-thirty (5-30) hours to twelve-
fifty (12-50) hours, i.e., for seven hours and twenty minutes.

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On the 9th March 1958, he was on duty from thirteen-twenty (13-20) hours to one-thirty (1-30) hours, i.e., for twelve hours and ten minutes. I wish to add that this includes one hour interval that he has had between these two periods.

SRI K. SATTANATHA KARAYALAR : அந்த ட்ரைவருடைய டேடி எப்பொழுது ஆரம்பிக்கப்பட்டு, எப்பொழுது எந்த இடத்தில் முடிவுற்றது என்பதை குறிப்பிட முடியுமா ? அவருடைய டேடி எங்கே ஆரம்பிக்கப் பட்டது எங்கே முடிவுற்றது என்பதைப்பற்றி சொல்ல வேண்டும்.

THE HON. SRI R. VENKATARAMAN : I do not have the details as to where and when, at what place he took over duty. I have got the hours of duty which I have given.

SRI T. S. RAMASWAMY PILLAI : The Hon. Minister said that on the 9th the duty finished at 12 of the clock in the night. May I know when the duty commenced on the 10th?

THE HON. SRI R. VENKATARAMAN : At 7-25 hours.

* SRI K. SATTANATHA KARAYALAR : அந்த ட்ரைவர் கண்டக்டர் மீது குற்றம் இல்லையென்றுல் அவர்களுக்கு திரும்பவும் வேலே கொடுக்கப் பட்டிருக்கிறதா ?

THE HON. SRI R. VENKATARAMAN : Yes, they are retained in service.

SRI T. S. RAMASWAMY PILLAI : May I know where exactly the driver's duty ended on the previous day and where exactly his duty commence the next day?

MR. SPEAKER : What is the point that the hon. Member wants to make? Let him make his point clear.

SRI T. S. RAMASWAMY PILLAI : Where exactly on the 9th the concerned driver finished his duty on the previous day, that is, on the 9th and where exactly his duty commence in the next day morning and at what station?

THE HON. SRI R. VENKATARAMAN : He joined duty on the 10th morning at Mandaikadu at 7-25 hours, on 10th March 1958. I do not have information as to where his duty ended.

1-30 p.m. MR. SPEAKER : Next question.

(Sri T. S. Ramaswamy Pillai rose.)

MR. SPEAKER : I gave a further chance to the hon. Member to make his point clear as to the public importance of the question, namely the commencement and conclusion of the duty performed by the driver. Now we shall take up the next question.